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5 Patent claims

1. A device for actuating a torque transmission unit (10), in particular a frictional engagement unit in an at least partially automated transmission of a motor vehicle, comprising an actuator (12) and a unit (13) which are used to control the power flow via the torque transmission unit (10), **characterized in that** the unit (13) activates the actuator (12) during a closing sequence of the torque transmission unit (10) causing it to pass from an open position at least to a point of engagement (11) of the torque transmission unit (10) in a first mode which is characterized by increased speed and/or increased pressure and the unit (13) switches the actuator (12) into a subsequent mode at a time (16) varying as a function of at least one characteristic variable (14) sensed during the closing sequence.

2. The device as claimed in claim 1, **characterized in that** the unit (13) is able, by means of the torque transmission unit (10), to shift the automated transmission into a neutral position and into a drive position.

3. The device as claimed in either of the preceding claims, **characterized in that** the actuator (12) is of hydraulic design.

4. The device as claimed in any one of the preceding claims, **characterized in that** the characteristic variable (14) sensed is at least substantially defined by a variable varying as a function of a speed differential (15) within the torque transmission unit (10).

5. The device as claimed in claim 4, **characterized in that** the unit (13) switches the actuator (12) into the subsequent mode as soon as a characteristic variable (14), at least substantially defined by the value of the speed differential (15), is less than a predefined proportion of a maximum sensed value (17), which this characteristic variable (14) has assumed in the period that has elapsed since the beginning (33) of the closing sequence.

6. The device as claimed in claim 5 or 6, **characterized in that** the characteristic variable (14) is at least largely proportional to the value of the speed differential (15), and the proportion is between 70% and 95%.

7. The device as claimed in claim 5, **characterized in that** the subsequent mode is a holding mode, when the sensed value of the characteristic variable is less than a predetermined threshold (25).

8. The device as claimed in any one of the preceding claims, **characterized in that** the torque transmission unit (10) is a plate clutch.

9. The device as claimed in any one of the preceding claims, **characterized in that** the unit (13) controls the actuator (12) in the first mode and regulates it in the subsequent mode.

10. A method employing a device as claimed in any one of the preceding claims.